

## Shipping.

## STEAMERS.

THE Company's Steamship  
"FORMOSA,"

above Ports TO-MORROW, the 5th inst  
at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co  
General Managers.  
Hongkong, and Shanghai, 1861.

FOR LONDON.  
THE Company's Steamship

Hongkong, 24th January, 1891.

STEAM TO YOKOHAMA, VIA NAGASAKI  
AND KOBE.

Captain W. D. Mudie, will leave for the above  
places, on FRIDAY, the 6th February, at No.  
E. L. WOODIN  
Superintendent  
Hongkong, 26th January, 1891.

---

INDO-CHINA STEAM NAVIGATION  
COMPANY LIMITED

FOR SINGAPORE, PENANG, AND  
CALCUTTA.

"WINGSANG,"  
Captain St. Croix, will be despatched as above.

This steamer has superior first class accommodation specially constructed to meet requirements of tropical climates.

JARDINE, MATHESON & Co.  
General Managers.  
Hongkong, 3rd February, 1891.

**NAVIGAZIONE GENERALE ITALIA**  
(FLORIO AND RUBATTINO  
UNITED COMPANIES).

**STEAM FOR**  
**SINGAPORE, PENANG AND BOMBA**  
having connexion with Company's M

MESSINA, NAPLES (LEGHORN), GENOA: all MEDITERRANEAN ADRIATIC

LEVANTINE, and SOUTH AMERICAN PORTS  
up to CALLAO. Taking Cargo at through  
rates to PERSIAN GULF and BAGDAD.  
THE Company's Steamship  
"BISAGNO"

G. Orenko, Master, will be despatched as above  
on SATURDAY, the 7th instant, at Noon  
instead of as previously advertised.  
At Bombay the Steamers are discharging  
at Victoria Dock.  
For further particulars regarding Freight &  
Passage, apply to  
**CARLOWITZ & Co.**  
Agents.  
Hongkong, and February, 1891.

**"SHIRE" LINE OF STEAMERS.**  
**FOR YOKOHAMA AND KOBE.**  
**THE Steamship**  
**"PEMBROKESHIRE,"**  
 Captain Brown, will be despatched for the  
 above ports on **SUNDAY, the 8th February,**  
 Daylight.

ADAMSON, BELL & Co.  
Agents.  
Hongkong, 31st January, 1891.

---

**"MOGUL" LINE OF STEAMERS.**

**THE Steamship**  
**"QUEEN ELIZABETH"**  
 will be despatched as above on the 8th February  
 For Freight or Passage, apply to  
**ADAMSON, BELL & Co.**  
 Agents.  
 Hongkong, 29th January, 1891. [2]  
**STEAM TO STRAITS AND BOMBAY**

THE P. & O. S. N. Co.'s Steamship  
"GWALIOR,"

Captain F. J. Cole, will leave for the above places, on SATURDAY, the 14th February, NOON.

Hongkong, 30th January, 1891. [2]

**SAILING VESSELS.**  
**FOR NEW YORK.**  
**THE 3/3 L. I. American Ship**  
**"IMPERIAL,"**  
 Crosby, Master, will load here for the above  
 Port, and will have quick despatch.  
 For Freight, apply to **RUSSELL & Co.**  
 Hongkong, 31st January, 1891.

FOR SAN FRANCISCO:  
THE 3/3 L. I. I. American Ship,

Goodwin, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 15th January, 1891.

**BROWN and WHITE SPANIEL "SPOT"**  
on SATURDAY. Finder will be suitably  
rewarded on returning same to  
**GOVERNMENT CIVIL HOSPITAL**

Wilmington, Delaware, February, 1891. (3)

\_\_\_\_\_



## For Sale.

IMPORTANT INTIMATION.

## NOW READY.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST. A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND CORREA, FOR THE YEAR 1891.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Cochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 contains a carefully revised

## INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong.

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG; The latest and only reliable

PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, (amended and corrected to date) dealing with almost every branch of the subject, including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *valuable* *medium* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" FRIDAY'S HILL, HONGKONG. Hongkong, 19th January, 1891.

## Intimations.

DAKIN BROS. OF CHINA, LIMITED. DISPENSING CHEMISTS, &c. PHOTOGRAPHIC GOODS.

CAMERAS. "THE DAKIN" Strong, Light, Best Workmanship, with Double Extension Conical Leather Bellows, Double Swing Back, Reversing Back, Rising Front, Circular Cut Front for rapid changing of Lenses; folds into a very small space, Rack and Pinion focussing. The Three Double Dark Slides have a spring catch locking the shutter firmly. Double bladed Focus Screen. Altogether as good a portable Camera as any Photographer need want. The Tripods supplied with the Cameras are of the most improved type, being portable, rigid, neat, and of good substantial quality.

ENGLISH LENSES. (TAYLOR, TAYLOR, AND HOBSON.) Equal to Ross. 25 per cent. cheaper. Complete Sets, including Camera as above, English Lens, 2 Double Dark Slides, Folding Tripod, and Canvas Case. Half Plate ..... \$25.00 Whole Plate ..... \$35.00

Dry Plates, Bromide Paper, Dishes, Sundries and Requisites of all kinds.

All at very moderate prices.

(Telephone No. 60.)

Nos. 23 &amp; 24, QUEEN'S ROAD CENTRAL. Hongkong, 26th January, 1891.

BY APPOINTMENT. WINES AND SPIRITS.

A. S. WATSON &amp; CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS. Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ships at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPATCH," HONGKONG.

And all airmail messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS SODA WATER LEMONADE

POTASH WATER SALTZ WATER LITHIA WATER SARSAPARILLA WATER TONIC WATER GINGER ALE GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, FEBRUARY 4, 1891.

## TELEGRAMS.

ITALIAN POLITICS.

LONDON, February 3rd. Count Crispien's Cabinet has resigned.

## THE STRIKES IN SCOTLAND.

The strikes of the Railway employees in Scotland have ended, in a victory for the Companies.

## LOCAL AND GENERAL.

THE Editor of the Hongkong Telegraph begs to return his cordial thanks for the numerous telegrams and letters conveying expressions of sympathy and kind wishes, which he has received since his release from Victoria Gaol. At present he is unable to do more than ask his friends to accept the will for the deed; but in a few days he hopes to be once more in battle harness, when those who have, through good and evil report, trusted in his good faith, will not be disappointed.

THE Ports has authorized the founding of a Russian school in Constantinople.

A FOOTBALL match, The Club v. Royal Navy, will be played on the Race-course, under Rugby rules, to-morrow. The "kick off" is set for 4.45 sharp.

ITALY has ordered the study of English to be added to the curriculum of all Italian universities, and has endowed the necessary professorships for the purpose.

WE are requested to state that friends of Mr. Thomas Jackson are invited to meet him at the Chamber of Commerce room in the City Hall at 11.30 a.m. to-morrow to wish him good-bye.

SAYS Louise Michel:—"The republic of Germany will be better than that of France, because the men are cleaner and less stupid."

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco is the 10th ult., has arrived at Yokohama and will leave for this port to-night.

A YOUNG lady sent to a newspaper a poem entitled "I cannot make him smile." The editor ventured to express an opinion that she would have succeeded had she shown him the poem.

WE have to acknowledge the receipt of a copy of the Bangkok Directory. The work is well got up, and contains a deal of useful information on Siam and its dependencies. It will be dealt with more fully in a day or two.

AT Sydney Quarter Sessions, Judge M'Farland (Scottish) witness: "Are you a countryman of mine?" Witness: "Yes, yer honor, I'm a cockney." And then ensued a silence in which you could have heard an elephant fall.

A WELL-KNOWN Melbourne merchant, at a recent six-monthly function, thus proposed a toast:—"The Ministry and Parliament, dam 'em, I don't believe in 'em, but let's drink reformation to them. I wish they'd let up for three years and close Parliament for that time."

TENANT—I wish you would have this house repaired. The doors and windows fit so badly that the draft almost blows the hair off my head. Landlord (Granny S)—Humph! It would be cheaper for you to get your hair cut. Have it done at once, and I'll knock 25 cents off the month's rent.

In the recent technological examinations in England, in which scholars compete, it is a sign of the times that electric lighting attracted more than twice as many as telegraphy. Paper and glass making, both important industries, had no candidates, nor had the attractive subject of silver-smith's work.

It is said that during the past week there have been but few cases of robbery reported as compared with the same week last year. As a rule there are a great number of cases of larceny and burglary during the fortnight prior to Chinese New Year, but this year, we understand, quite an agreeable exception.

A ST. LOUIS paper says that the proverbially large feet of Chicago people are due to poor pavements. Even persons from other cities tarrying there very long find the pavements so hard to walk on that they are compelled to wear large shoes, and when they do, their feet spread out so that they can never go back to the old size again.

MR. T. JACKSON, the successful ex-Chief Manager (nothing succeeds like success) of the Hongkong and Shanghai Banking Corporation, is booked to leave for London by to-morrow's English mail. We regret that this popular citizen could not make it convenient to postpone his departure until after the Bank meeting, but doubtless he knows his own business best. *Verb. sap.*

TWO members of the Force, constables to wit, have paid up \$180 for the favour of a discharge and clean bill of health. One of them has been fully two years in the employ of this Government, but both he and his companion would rather "part" with their coin than let the chance of getting into the Chinese Customs or some other employ where there will be a fair chance of promotion.

THE police raided a thieves' haunt in Melbourne the other day, and got into rather a tight place in consequence. There were seven ladies in an upstairs room, and the only means of escape they could think of was to throw their clothes out of the window. The officers burst the door in, and then they began to realise the full dimensions of the problem, but though they felt rather embarrassed they faced it boldly and eventually pulled through. How they managed it has been officially kept dark.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m. The orders of the day will be:—The President will move: That the bye-laws recently made by the Board for the regulation of common lodging-houses be referred back to the Committee formerly considering them, with a view to their amplification under the provisions of "The Public Health Amendment Ordinance," 1890. *Agenda* (1.) Correspondence, etc. regarding the erection of public latrines. (2.) Colonial Veterinary Surgeon's Report for 1890. (3.) Report as to the condition of the horse drains at 21, 23 and 25 Mosque Junction. (4.) Superintendent's Report for January, 1891. (5.) Mortality Returns for the weeks ended the 24th and 31st January, 1891.

HERE is a new statute of New York relating to married women, enacted at the last session of the Legislature:—A married woman shall have a right of action for injuries to her property, injuries to her person or character, and injuries arising out of the marital relation in all cases in which an unmarried woman or a husband now has a right of action at law. A husband shall not be liable in damages for his wife's wrongful or tortious acts, nor for injuries to person, property or the marital relation caused by the acts of his wife, upon the ground that he was, at the time, under coercion or compulsion of the husband, and such coercion or compulsion must be proved in the same manner as any other fact is required to be proved; but in all cases embraced in this section his wife shall be personally liable for her wrongful or tortious acts.

A HAWKOW correspondent writes to the *N. C. Daily News*:—"The foreigner in China is everywhere. The Chinese who are in the hands of the notes they circulate? From time to time notes come into my hands on which have been written most insulting remarks about foreigners. Sometimes these remarks refer to the bank? I have issued the note's sometimes they are simply flung thrown at foreigners in general. In any case it seems rather undesirable for bankers themselves to re-litigate notes which they certainly would not issue if the offensive matter scribbled upon them had been written in English. I have before me as I write a five-dollar note paid to me at the bank, from which it was originally issued, which has on the back something referring to 'the devil of a foreign bank' which is too nasty to translate."

## SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Fielding Clark, Justice Judge.) February 4th.

WILLIAM V. HASTINGS. This was a claim in which the plaintiff sought to recover wages and expenses alleged to be due by the defendant through the breaking of an agreement.

Mr. Wilkinson appeared on behalf of the plaintiff, and Mr. Hastings for the defendant. Mr. Wilkinson said the plaintiff, an actor, was engaged by the defendant for the "My Sweetheart" Company. The plaintiff, who at the time was in Calcutta, received a telegram from Hastings asking him to join the Company, of which the defendant was manager. The plaintiff replied to that telegram asking what salary he was to receive. A second telegram was sent to plaintiff, through which he proceeded to Hastings, where he performed in the "Company." From Hastings he went to Penang, where the plaintiff signed an agreement that he should receive a certain weekly salary whilst on a tour through the East, which was to terminate in Japan and which tour would probably extend over a period of four months. The agreement further stated that the plaintiff, at the break-up of the Company, should have a first-class passage granted him to Calcutta. That agreement was signed in Penang, and from there the Company went to Singapore, Hongkong, and afterwards to Shanghai, where they arrived early in December. On the 16th December the Company broke up, and his client was sent to Hongkong without any means whatsoever. At Shanghai the defendant got the boxes of the plaintiff sent on board a steamer and then gave him an order on Messrs. Sassoon & Co. for a passage to Calcutta. On arrival here the plaintiff was unable to go by the steamer to Calcutta, and in consequence he was not absolutely without any means and was at present living in a third-class hotel. The plaintiff now sued for his board and lodgings whilst in Hongkong and also wages up to that time, and further a first class passage to Calcutta.

John S. Webb, the plaintiff, said:—I was engaged at Calcutta by telegram as a member of the "My Sweetheart" Company, and entered into an agreement at Penang. The telegram I received at Calcutta was in terms that I should receive twenty rupees a week and all expenses. My first class passage was paid from Calcutta to Rangoon, where I met the defendant. I then went to Penang from Rangoon with the defendant, my passage and other expenses being paid. I then signed the agreement produced. The agreement was read, in which it was stated that the Company was to extend to Japan and to terminate on the 14th August, 1891. The salary of twenty rupees was agreed to by the defendant, who was to pay the expenses of travelling, board and lodging, and also a first-class passage to Calcutta from Japan. From Penang I went to Deli in Sumatra and afterwards back to Penang, thence to Singapore, Hongkong and Shanghai. We got to Shanghai in the early part of December, where the Company performed. Their last performance was on the 14th December, at which I continued to work till Tuesday the 16th, by attending the meals and looking to the property. On that night, owing to Miss Deane and her two daughters not putting in an appearance, Mr. Harding came out before the audience and told them to the effect that there would be no performance owing to some disturbance. After that Mr. Harding made a general statement that the Company had broken up. On the Thursday I met Mr. Harding and he said he would pay my passage to Calcutta. He paid my passage up to Tuesday night, but I was still in his debt, a small sum, owing to advances received whilst in Hongkong. I left Shanghai by the *Lyceum*, a saloon passage being paid by Mr. Harding. He ordered me to get my boxes on board and said he would come and see me, and then he gave me a document. I was entitled to a first-class passage, but having no means to stay ashore I was obliged to take what I could get. I arrived here on the 23rd. I applied to Messrs. Sassoon & Co. next morning, and they informed me that they had no instructions from their Agents as to what they should do in the matter. I then applied to the defendant, and he said he would do his best for me. I am now living in the Grand Hotel, Queen's Road, and am charged at the rate of \$1 per day. I have no means of paying that except through the help of friends. The defendant did not return with me from Shanghai. I think he has been here about a fortnight. I expected his arrival here and shortly after I wrote him a letter. Receiving no answer I took these proceedings. After the agreement was signed at Penang my salary was raised to \$12 per week, the same to continue to the end of the tour. A first class fare to Calcutta is \$100, and I claim that. Also \$1 per day since my arrival in Hongkong. I claim to be paid my salary at \$12 per week up to the present time.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

what salary he was to receive. A second telegram was sent to plaintiff, through which he proceeded to Rangoon and there performed in the "Company." From Rangoon they went to Penang, where the plaintiff signed an agreement that he should receive a certain weekly salary whilst on a tour through the East, which was to terminate in Japan and which tour would probably extend over a period of four months. The agreement further stated that the plaintiff, at the break-up of the Company, should have a first-class passage granted him to Calcutta. That agreement was signed in Penang, and from there the Company went to Singapore, Hongkong, and afterwards to Shanghai, where they arrived early in December. On the 16th December the Company broke up, and his client was sent to Hongkong without any means whatsoever. At Shanghai the defendant got the boxes of the plaintiff sent on board a steamer and then gave him an order on Messrs. Sassoon & Co. for a passage to Calcutta. On arrival here the plaintiff was unable to go by the steamer to Calcutta, and in consequence he was not absolutely without any means and was at present living in a third-class hotel. The plaintiff now sued for his board and lodgings whilst in Hongkong and also wages up to that time, and further a first class passage to Calcutta.

John S. Webb, the plaintiff, said:—I was engaged at Calcutta by telegram as a member of the "My Sweetheart" Company, and entered into an agreement at Penang. The telegram I received at Calcutta was in terms that I should receive twenty rupees a week and all expenses. My first class passage was paid from Calcutta to Rangoon, where I met the defendant. I then went to Penang from Rangoon with the defendant, my passage and other expenses being paid. I then signed the agreement produced. The agreement was read, in which it was stated that the Company was to extend to Japan and to terminate on the 14th August, 1891. The salary of twenty rupees was agreed to by the defendant, who was to pay the expenses of travelling, board and lodging, and also a first-class passage to Calcutta from Japan. From Penang I went to Deli in Sumatra and afterwards back to Penang, thence to Singapore, Hongkong and Shanghai. We got to Shanghai in the early part of December, where the Company performed. Their last performance was on the 14th December, at which I continued to work till Tuesday the 16th, by attending the meals and looking to the property. On that night, owing to Miss Deane and her two daughters not putting in an appearance, Mr. Harding came out before the audience and told them to the effect that there would be no performance owing to some disturbance. After that Mr. Harding made a general statement that the Company had broken up. On the Thursday I met Mr. Harding and he said he would pay my passage to Calcutta. He paid my passage up to Tuesday night, but I was still in his debt, a small sum, owing to advances received whilst in Hongkong. I left Shanghai by the *Lyceum*, a saloon passage being paid by Mr. Harding. He ordered me to get my boxes on board and said he would come and see me, and then he gave me a document. I was entitled to a first-class passage, but having no means to stay ashore I was obliged to take what I could get. I arrived here on the 23rd. I applied to Messrs. Sassoon & Co. next morning, and they informed me that they had no instructions from their Agents as to what they should do in the matter. I then applied to the defendant, and he said he would do his best for me. I am now living in the Grand Hotel, Queen's Road, and am charged at the rate of \$1 per day. I have no means of paying that except through the help of friends. The defendant did not return with me from Shanghai. I think he has been here about a fortnight. I expected his arrival here and shortly after I wrote him a letter. Receiving no answer I took these proceedings. After the agreement was signed at Penang my salary was raised to \$12 per week, the same to continue to the end of the tour. A first class fare to Calcutta is \$100, and I claim that. Also \$1 per day since my arrival in Hongkong. I claim to be paid my salary at \$12 per week up to the present time.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

Cross-examined—The defendant was engaged in Penang and eventually arrived here. The Company was here about two months. Whilst here Mr. Harding had never made any complaint to me personally respecting drink. He had complained collectively. The complaint was to several members of the Company about drinking too much. He had spoken in other places besides Hongkong. He had spoken to me of my drinking in the presence of others. He had so complained when I was off duty. I am not aware that he ever complained of my drinking on duty. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others. He complained of my drinking on duty in the presence of others.

By his lordship—The date of my engagement was the 14th August last. I might have gone to Calcutta by the steamer *Arratoon* which left on the 31st December. If I had got a passage by that steamer I would not then have sued for board and lodgings.

evening, the worse for liquor. I was awakened at 9 p.m. I should have been at the theatre by 8.30 p.m. They sent a man for me and I went in a hickie to the theatre. I got there at 9.15. I went up to my dressing room and found a difficulty in getting on a pair of white pants over my boots. I was not too drunk to dress myself, or yet to play. I was nervous and could not speak distinctly. Mr. Harding ordered me out, and I heard that he spoke to the audience that a member of the Company was ill and a substitute would read the part. The hotel porter asked why I came back, and I told him. He said I was not drunk. Next day I got a letter from the defendant dismissing me. At the same time I was informed that Mr. Harding had written to the hotel-keeper stating that he would not be responsible for my board and lodgings from that date. He paid me on Tuesday, up to Saturday the 17th. I signed the receipt produced on the Tuesday the Company dispersed. Before leaving for Hongkong I saw Mr. Harding, and he asked me what I was going to do. He agreed to take me back and I went to the rehearsal on Monday. He did not say he would not have anything to do with me, nor yet did he say so when I went to the rehearsal on the Tuesday. I was cast for Mr. Fletcher in "Uncle" that evening and was ready to perform it. On Thursday I met Mr. Harding and he asked me again what I was going to do. I said I wanted to go to Calcutta and he agreed to give me a passage. I told him I would try and join the "Stanley's" in Hongkong. He came on board the steamer *Lyceum* to see me off. He gave the other members a saloon passage to Hongkong and a 2nd class passage to Melbourne. Whilst on board the steamer Mr. Harding said he would give me an order on Messrs. Sassoon & Co. for a passage to Calcutta. I said nothing, but took it. It was not given to me under the terms of my agreement, because I was entitled to a first-class passage. I do not consider the third-class passage he gave me was a kindness. At that time I had no money and he gave me \$3, which I paid away to a barber and a washerman. He did not give me \$5. I did not consider the \$3 he gave me as a present.

Re-examined—I am positive I was never incapable of performing my duty except on the 14th. I consider I was able, if I had been allowed, to dress myself.

His lordship—It was against the defendant's interest for you to appear in such a state, was it not?—Yes, my lord.

Re-examination continued—I was fully able to take my part. The defendant is a gentleman. I was under him, he being stage manager. After the row with Miss Deane and her daughters Mr. Harding announced, as he was going to his dressing room, that the company should be broken up. I consider the \$3 given me as necessary expenses for the passage down.

Mr. Hastings said the case for the







## Mails.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN,  
ISMATIA, PORT SAID, MALTA,  
GIBRALTAR, MARSEILLES, BRIN-  
DISI, TRIESTE, VENICE,  
PLYMOUTH, AND  
LONDON.

ALSO,  
HOMBAY, MADRAS, CALCUTTA AND  
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR BATAVIA, PERIAN  
GULF PORTS, MARSEILLES, TRIESTE, HAM-  
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"GANGES" Captain T. J. Alderton, with Her  
Majesty's Mails, will be despatched from this  
for LONDON, VIA BOMBAY AND SUEZ  
CANAL, on THURSDAY, the 5th February, at  
Noon.

Cargo will be received on board until 4 P.M.  
Parcels and Specie (Gold) at the Office until  
4 P.M., on the day before sailing.

Silk and Valuables for General Cargo  
for London will be conveyed by Bombay without  
transhipment, arriving one week later than by  
the ordinary direct route via Colombo.

Ten will be sent either via Bombay or  
Colombo, according to arrangement.

For further particulars regarding FREIGHT and  
PASSENGER apply to the PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY'S Office, Hong-  
kong.

The Contents and Value of Packages are re-  
quired to be declared prior to shipment.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bills of Lading.

This Steamer takes Cargo and Passengers for  
Marseilles.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 26th January, 1891.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

THE U. S. Mail Steamship  
"CITY OF PEKING"  
will be despatched for SAN FRANCISCO, via  
YOKOHAMA, on SATURDAY, the 7th Feb.,  
at 1 P.M., taking Japanese and Freight for  
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways,  
to Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$25.00  
To San Francisco and return..... 39.75  
available for 6 months.

To Liverpool..... 35.00  
To London..... 33.00  
To other European Ports at proportionate  
rates. Special reduced rates granted to Officers  
of the Army, Navy, Civil Service, and the  
Imperial Chinese Customs, to be obtained on  
application.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. from Return Fare.  
This allowance does not apply to through  
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Occidental and Oriental Steam-  
ship Company.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship  
"OCEANIC"  
will be despatched for San Francisco, via  
Yokohama, on THURSDAY, the 26th February,  
at 1 P.M.

Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports.  
All PARCEL PACKAGES should be marked to  
address in full and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$25.00  
To San Francisco and return..... 39.75  
available for 6 months.

To Liverpool..... 35.00  
To London..... 33.00  
To other European Ports at proportionate  
rates. Special reduced rates granted to Officers  
of the Army, Navy, Civil Service, and the  
Imperial Chinese Customs, to be obtained on  
application.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, 2nd February, 1891.

## Mails.

CANADIAN PACIFIC STEAMSHIP  
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM  
HONGKONG, 1891.

(Subject to Alteration).

BATAVIA..... THURSDAY... Feb. 5th.

THE Steamship

"BATAVIA,"  
sailing at Noon, on THURSDAY, the 5th Feb.,  
1891, will proceed to VANCOUVER, via  
INLAND SEA, KOBE, and YOKOHAMA.

## RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$210.00

To Portland, Oregon.....\$210.00

To Winnipeg, Minneapolis, St. Paul.....\$260.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$280.00

To Hamilton, Kingston, London (Ont.).....\$290.00

Ottawa, Toronto, Montreal, New  
York, Albany, Buffalo, Niagara  
Falls, Baltimore, Philadelphia and  
Washington.....\$290.00

To Quebec, Boston, Portland (Maine).....\$305.00

To Halifax, St. John's.....\$305.00

To Liverpool.....\$315.00

To London, via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials.

Return Tickets.—First and second class only.  
—Prepaid return tickets to Pacific Coast, Points,  
and to Eastern and Interior Points of Canada  
and U.S.A. will be granted, available for—  
6 months at 25 per cent. off Return Fare.  
50 per cent.

(Time is reckoned from the date of landing to  
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to In-  
terior and Eastern Points of Canada and U.S.A.  
not holding prepaid return tickets but who re-  
embark within 12 months from date of landing  
at Vancouver will be allowed 10 per cent. off  
the return fare.

Prepaid return tickets to European points will  
be issued available for 12 months at double  
fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to  
Japan, Pacific Coast Points, and to Canadian  
and United States Ports.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and one  
copy must be sent forward by the steamer  
in the case of D. E. BROWN, Assistant General  
Freight and Passenger Agent, Canadian Pacific  
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with  
address marked in full by 5 P.M. on the day  
previous to sailing.

For further information as to Passage or  
Freight, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 5th January, 1891.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG  
PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH  
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 15th day of February,  
1891, at 11 A.M., the Company's Steamship  
"BAVERN," Captain J. Mengell, with  
MAILS, PASSENGERS, SPECIE & CARGO,  
will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon.  
Cargo will be received on Board until 4 P.M.  
Specie and Parcels will be sent on Board;  
they must be left at the Agency's Office. Con-  
tents and Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 19th January, 1891.

## Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "HARROW,"  
FROM ANTWERP, LONDON, PENANG  
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed  
that all goods are being landed at their  
risk, into the Godowns of the Kowloon Wharf  
and Godown Company, at Kowloon, whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
after the 10th inst., will be subject to rest at the  
rate of one cent per package per day.

All claims against the Steamer must be pre-  
sented to the Underwriter on or before the 10th  
inst., or they will not be recognised.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 3rd February, 1891.

## Masonic.

ST. JOHN LODGE

OF HONGKONG,

No. 618, S.C.

A NEMERGENCY MEETING of the above-  
named Lodge will be held in FREEMASON'S  
HALL, Zealand Street, on FRIDAY, the 6th  
Inst., at 8.30 p.m. precisely. Visiting  
Brethren are cordially invited.

Hongkong, 2nd February, 1891.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned will LET by Public  
Auction, on  
FRIDAY,  
the 6th February, 1891, at 3 P.M.,  
on the SPOT, in LOTS numbered 1 to 26 on  
Plan to be seen at the Auctioneer's Rooms,  
THE GOVERNMENT LAND  
bordering on the RACECOURSE to the North of  
the Grand Stand Enclosure.

J. M. ARMSTRONG,  
Auctioneer.  
Hongkong, 2nd February, 1891.

## Insurances.

THE STANDARD  
A SCOTTISH LIFE OFFICE OF 64 YEARS  
STANDING, AND ONE OF THE WEALTHIEST  
AND MOST PROGRESSIVE OF THE PROVI-  
DENT INSTITUTIONS OF THE UNITED  
KINGDOM.

THE Standard has a long record of good  
services to refer to; its Funds, annually  
increasing, amount to £7,000,000 Stg.; the  
Premiums are moderate; and all modern features  
consistent with safety have been adopted.

ADAMSON, BELL & Co.,  
Agents, Hongkong.

GENERAL LIFE AND FIRE  
ASSURANCE COMPANY IN  
LONDON.

THE Undersigned having been appointed  
Agents for the above company, are pre-  
pared to ACCEPT RISKS against FIRE and  
LIFE at Current Rates.

REUTER, BRÜCKELMANN & Co.,  
Hongkong, 1st July, 1889.

THE EQUITABLE LIFE ASSURANCE  
SOCIETY  
OF THE  
UNITED STATES.

RUSSELL & Co.,  
Agents.  
Hongkong, 14th November, 1890.

NOTICE.  
THE MAN ON INSURANCE COMPANY  
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.  
HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 1st February, 1891.

GENERAL NOTICE.  
THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000; \$433,333.33  
EQUAL TO.....  
RESERVE FUND.....\$318,000.00.

BOARD OF DIRECTORS:  
LEE SING, Esq. | LO YUEN MOON, Esq.  
LOU TAO SEUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES to all parts of the  
world.

HEAD OFFICE, 2 & 4, PRAYA WEST.  
Hongkong, 17th December, 1890.

## Hotels.

THE SHAMEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably  
situated within a few minutes' walk of the  
"River Steamer Wharves," is now open to receive  
Visitors.

The Bed-rooms are cool, airy and comfortably  
furnished, and the spacious Dining Room, Sitting  
Rooms, and accommodation generally will be  
found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every  
luxury in season, and the cuisine is in experi-  
enced hands.

Wines, Spirits, Malt Liquors, etc., of the best  
quality only.

A. F. DO ROZARIO,  
Manager.  
Hongkong, 4th November, 1890.

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now  
situated in the Harbour of Victoria, offers  
great advantages for Healthfulness  
and Refreshing breezes; the avoidance of street  
noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room,  
Ladies' Parour, Billiard and Reading Rooms,  
Commodious Bedrooms, with separate Bathroom  
and Verandah to each.

The Table D'Hôte is unexcelled.  
The Hotel Launches regularly to and from  
Pier 21 Wharf and the Hotel Free of Charge;  
free time table see Bill.

Hongkong, 15th August, 1890.

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea-shore in one  
of the best and healthiest parts of Macao,  
and commanding an admirable view facing the  
South, was OPENED as a HOTEL, on the  
1st July.

Every comfort will be provided for visitors, with  
excellent cuisine and choice Wines.  
Hot, Cold, Shower and Sea Water Baths,  
Large and well Ventilated Dining, Billiard, and  
Reading Rooms, and well supplied Bar.

A small fairy is attached to the premises.  
MRS. MARIA B. DOS REINEDIOS,  
Proprietress.

## NOTICE.

JAY'S SANITARY COMPOUNDS  
COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR  
ANTISEPTIC PAINT.

THE Undersigned have this day been  
appointed SOLE AGENTS for the sale  
of these PERFECT DISINFECTANTS, and  
are prepared to supply quantities to suit  
requirements, at Wholesale Prices. Extra Special  
rates for Shipping and large Orders.  
See Brochure Rawlins, C.B., Chief  
Secretary, Engineer, Local Government Board,  
London, says—

"It is the best Disinfectant in use."  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 19th June, 1890.

## Intimations.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY  
MEETING OF SHAREHOLDERS in the  
Company will be held at the Company's  
Office, No. 2, Queen's Road Central, Victoria,  
on FRIDAY, the 27th February next, at Half-  
past Two o'clock in the Afternoon, for the  
purpose of receiving a Statement of Accounts  
and the Report of the Directors for the year  
ending 31st December, 1890.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 14th to the 27th  
inst., both days inclusive.

By Order,  
JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 3rd February, 1891.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF  
SHAREHOLDERS will be held in the  
Office of the Company No. 14, Praya Central, on  
MONDAY, the 23rd February, at Noon, for the  
purpose of receiving the Report of the Directors  
and Statement of Accounts to 31st December,  
1890.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 9th to the 23rd inst.,  
both days inclusive.

By Order of the Board of Directors,  
D. GILLIES,  
Secretary.

Hongkong, 2nd February, 1891.

HONGKONG, CANTON, AND MACAO  
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6 per cent.  
or \$1.20 per Share, declared at the Ord-  
inary Half-yearly Meeting of Shareholders held  
this day, will be PAYABLE at the Hongkong  
and Shanghai Banking Corporation on and after  
SATURDAY, the 31st instant.

Shareholders are requested to apply at the  
Office of the Company for Warrants.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 30th January, 1891.

THE PEAK HOTEL AND TRADING  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary Yearly MEETING  
OF SHAREHOLDERS in the above Com-  
pany will be held at the Hongkong Hotel, on  
SATURDAY, the 14th February, 1891, at Noon,  
for the purpose of receiving the Report of the  
Directors with a Statement of Accounts, to  
December 31st, 1890.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 1st to 14th February,  
both days inclusive.

By Order of the Board of Directors,  
J. WHEELEY,  
Secretary.

Hongkong, 30th January, 1891.

THE HONGKONG BRICK AND CEMENT  
COMPANY, LIMITED.

NOTICE is hereby given that a CALL of \$3  
per Share in the above Company is  
payable on or before the 5th day of February,  
1891, and that all persons not having paid the  
amount of their Calls will be charged interest  
at the rate of 10 per cent. per annum from due  
date until payment in accordance with the  
Articles of Association.

W. H. WALKER,  
Secretary.

Hongkong, 1st January, 1891.

## NOW READY.

THE BRITISH "NEW NAVIGATION," and the  
FRENCH "NEW NAVIGATION," simplified by  
JOHN AMBROSE CLARKE, teacher of  
Officers and Engineers, Hongkong. Also  
correspondence to the local papers on physical  
astronomy by the author of this work.

In addition to the superscribed, Exact Methods  
are given for deducing Heights and Distances of  
Mountains, with Tables to solve the questions.  
Also a most interesting problem, relative to  
the Shadow going back upon the Dial of ALEX.  
Published A.D. 1891, being the year of the  
Author's Jubilee, and likewise that of Hongkong.  
Dei Gratia.

Note.—The author's numerous successful  
pupils on the Coast of China will doubtless be  
anxious to purchase a Copy of the Marvellous  
Work, and if so, kindly send me an order quickly,  
for there only one hundred copies.

PRICE \$5.  
No. 75, WYNDHAM STREET.

SPECIAL NOTICE.  
By this method of solution, we have only half  
the work used in Sumner's, and moreover, it is  
more accurate; and therefore it only requires to be  
known to be appreciated, and then, the hitherto  
famous American problem will become obsolete.  
The old Navigation will soon be swept away,  
and the chronometer be hated at sea by means of  
the "New Navigation," which is truly mar-  
vellous!

J. A. CLARKE,  
Hongkong, 20th January, 1891.

## NOTICE.

IN THE HIGH COURT OF SANDAKAN.  
IN ITS PROBATE JURISDICTION.

In the Will and Estate of CHARLES WALTER  
FLINT, of Sandakan, Deceased.

NOTICE is hereby given that all Creditors  
and other persons having any claims  
against the Estate of CHARLES WALTER  
FLINT, deceased, late of Sandakan, Merchant,  
Probate of whose Will has been granted by the  
High Court